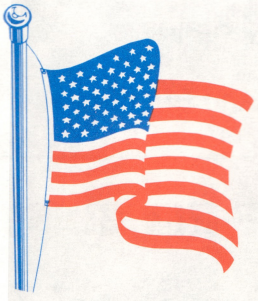
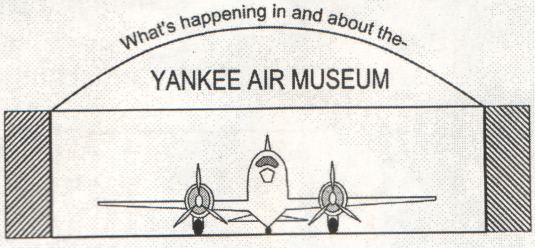
The Newsletter of the Yankee Air Force






# Hangar Happenin's

## What's happenin' this month?

From the **President's Desk** Page 3
**Connie's Corner** Page 4
**On the Road Again** by Don Burke Page 5
**Left Seat** in the *Spruce Goose* by Dave Steiner Page 8

*Gathering of Fighters* Photo of the Month Page 3

**A HAPPY NEW YEAR TO US ALL !**

Join us on the web: www.yankeeairmuseum.org

January 2002

The Yankee Air Force, Inc.
A Non-Profit Organization
501(c)(3)
2041 A Street - East Access
Willow Run Airport
Belleville MI 48111

***Hangar Happenin's*** is a monthly newsletter of the Yankee Air Force.

**Founding Editor:** Bill Abbott
1919 - 1999

**Editor:** Evelyn Rouse

**Staff:**
Bill Colwell
Connie Kosek
Don Burke
Bill Hanney
Ernie Panizzoli
Mary Ann Bittner
Roger Peterson
Bernie Hallman

**Officers of the Yankee Air Force:**

**President:** Jon Stevens
**Vice-President:** Bill Hanney
**Secretary:** Mary Jane Medlock
**Treasurer:** Nancy Lockwood

**Directors:**
Ray Jackson
Michael Luther
Brian Higgins
Erwin Stirnweis
Ray Hunter
John Day
Bill Colwell
Deane Baker
Dick Stewart
Paul Chu Lin
Tony Hurst

## MEETING SCHEDULE

1st Wednesday of Month - 7:30 PM
**General Membership**
All Members & Guests Welcome

2nd Wednesday of Month - 7:30 PM
**Flyable Aircraft Meeting**
Everyone Welcome

3rd Wednesday of Month - 7:30 PM
**Board Meeting**
Public Welcome

## MUSEUM HOURS

10 - 4 TUESDAY - SATURDAY
12 - 4 SUNDAY
CLOSED MONDAYS AND HOLIDAYS

***Winter Hours***
***January & February***
***Open Thursday through Sunday Only***

**Phone:** (734) 483 - 4030
**Fax:** (734) 483 - 5076

Copyright © 2002 Yankee Air Force Inc.

## Visitors to our Museum

during the month of November
were from
18 of our United States
and
Germany, Hungary and Bulgaria

# PAST DATES OF INTEREST

* * * * * * * * * * * * * * * * *

| | |
|---|---|
| 3 Jan 1944 | "Pappy" Boyington, top USMC ace, downed by a Japanese Zero |
| 9 Jan 1944 | First flight of an Avro Lancaster |
| 13 Jan 1942 | German test pilot uses first ejection seat to escape crash |
| 14 Jan 1943 | Roosevelt & Churchill meet at Casablanca Conference to plan invasion of Europe |
| 16 Jan 1991 | Operation *"Desert Storm"* begins |
| 20 Jan 1944 | Battle of Britain's heaviest attack: over 2300 tons of bombs dropped by Lancasters and Halifaxes |
| 25 Jan 1949 | USAF adopts blue uniform |
| 27 Jan 1939 | First flight of a P-38 |
| 29 Jan 1943 | 64 B-17s make first USAAF bombing attack on Germany |
| 31 Jan 1943 | DeHavilland Mosquitoes bomb Berlin to disrupt parade address of Hermann Goering |

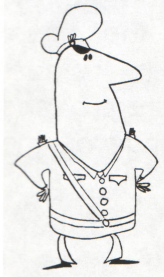
* * * * * * * * * * * * * * * * *

**Winner of the 50/50 drawing at our December meeting was**
**JOHN ELLICKSON**
**who donated his winnings to the B-17**

Our internet address is
**http://www.yankeeairmuseum.org**

Our e-mail address is
**yankeeairmuseum@provide.net**

*Hangar Happenin's* e-mail address is
**yankeeairmuseum@provide.net**



## From the President's Desk

Hi gang — Here's my last column and I'll bet you're glad! I want to say that I hope you all had a great holiday season and will have a wonderful year ahead. In my final words here, I'd like to thank all of you for the tremendous help you have provided me and especially the Yankee Air Force for the last three years of my Presidency. Although we did not agree on everything, I'm sure it was all intended for the good of the organization.

Again, my thanks and best wishes for you all. Herewith, I'm turning this column over to our new President, **Jon Stevens**. I'm sure you will all support him as you have done for me.

I'm now serving YAF as Vice-President and you can still e-mail me at **hanneyw@aol.com**

***Bill Hanney***

## From the New Guy's Desk

*by **Jon Stevens** L 4172 WR*

As 2001 winds down and the holidays get into high gear, I'd like to wish you and yours a joyous holiday season, and a happy, healthy 2002!

Since many of you don't know me, let me tell you a few things about myself, and where I'd like to see the Yankee Air Museum go. I'm a mid-40s Baby Boomer (or, as my daughter puts it, I'm 21, with 25 years of experience), who's been a YAF member for nine years, the last two as a Life Member.

I've loved aviation, the space program and history since I was a kid. I learned at a young age the difference between a sonic boom and distant thunder, and could often identify airplanes by the sound of their engines. I get a kick out of seeing the B-17 on a fly-by pass, and think the sweetest sound of all comes from a Merlin!

At the museum, I started working for **Louise Greenwald** and **Barb Sutton** in the Gift Shop in 1992, entering inventory information, on their *old* PC. This led to also working with **Bill Colwell** in the Computer Services Group the next year.

Two years ago, **Bill Hanney** appointed me to chair the American Association of Museums Accreditation Committee. With the help of people like Bill Colwell, **Mary Jane Medlock**, **Erwin Stirnweis**, we've made great progress. For the moment, I'll continue to chair that group.

Since then, I've also served as Recording Secretary for the Board of Directors, and as a Director in 2001. During this entire time, I've also helped out at airshows, and during the Memorial Day and Founder's Day weekends.

Over the next two years, my goals include continuing to work with Bill Hanney, **Nancy Lockwood** and **John Day** to improve the business practices of the museum, with an eye on raising revenues, membership, and the number of visitors coming in the door. Communications – both internally and externally – will improve as part of this.

Currently, we're short on volunteers in many departments, especially in the Gift Shop and Visitors Reception area. I'll be working with **Dale Worchester** and **Ron Hill** on this, too.

Volunteer morale is a big concern for us. To help improve it, **Keith Jones** (who oversees our New Members Orientation meetings) has agreed to chair the Human Resources department. Some of the ideas we're batting around for next year include having a couple of free barbecues for our regular volunteers, with drawings for shirts from the Gift Shop.

I support **Dave Sunday** and **Tony Hurst** in their efforts to expand the marketing of our flyable aircraft. The B-17 has done a *phenomenal* job for us, but we're too dependent upon it. Dave and Tony feel we can also show a profit from the C-47, B-25, Stinson V-77, and possibly even the L-39. I intend to help them find out.

A significant event at Willow Run this year was hiring **Gail Roberts-Walker** as Curator. I strongly support the work she and **Lisa Korzetz** are doing for us there, and look forward to seeing what they come up with!

Another major concern for *all* of us is our relationship with the Foundation. I've been talking to **Joe Sebastian** and some of that group's Board of Directors, and am working on putting together a *Memorandum of Understanding* that is agreeable to both organizations.

While we've done a lot things very well over the last 20 years, fundraising has not been one of our strengths. By nailing down a good agreement with the Foundation, we stand to gain a lot; the badly needed hangar is just the beginning.

So far, I've only mentioned items that directly impact the Willow Run division. One of my concerns for *all* divisions is setting realistic goals, creating plans for achieving them, and then starting the process over again. We're currently working on some ideas in our Long-Term Planning Committee meetings, and I'll be talking to all of the Division Chairs on this in January.

Since I'm running out of space, I'll wind this down for now. Please know that your input is very important to me. If you'd like to meet, you can find me at the hangar on Tuesday and Wednesday evenings, and most Saturdays.

Also, you can call me at home:
**(248) 353-3384**
or contact me by e-mail:
**jon_stevens_77@worldnet.att.net**

***WITH ALL OF US PULLING TOGETHER,***

***2002 IS GONNA BE***

***A GREAT YEAR***

***FOR YANKEE!***

## Fokker Dr. I

Probably the best known of all early German fighters, this triplane is pictured in *The Red Baron* paint scheme of Manfred von Richthofen, highest scoring World War I Ace with 80 victories.

The **Fokker Dr. I** entered service in August 1917 and could climb to 14,760 feet in 17 minutes.

Following World War I, Anthony Fokker established a new aircraft factory in Holland, his homeland.

This impressive replica flew to our *Gathering of Fighters* last August from Canada with four other examples of World War I aircraft from *The Great War Flying Museum* in Cheltenham, Ontario.

Photo by **Dave Stonoski** #5769 WR

CONNIE'S CORNER

by Connie Kosek

*Connie's just around the Corner … in February!*

☆

**THIS SPACE RESERVED FOR YOU !**

**PLEASE WRITE YOUR ARTICLE, STORY, POEM …**

**SEND IN YOUR PHOTOS**

**LET YOUR NEWS BE KNOWN!**

## A Tip of the Hat

A long overdue tip of the hat goes out to **Gary Shelton** and all those who have assisted him in bringing our fleet of tugs back into first class operating condition. For the past couple of years, no one has been in charge of the maintenance of the tugs. During the *Gathering of Fighters,* we had one broken tug going in. During the event, a second tug broke. Gary and **Dave Lowry** removed a starter from the tug that was broken going into the *Gathering of Fighters* and put it on the tug that broke during the show.

Since then, Gary, Dave, **Hank Koivunen**, **Bob Pilz**, **Keith Jones** and probably one or two others have brought all our tugs up to first class running condition. On Tug #1, they realigned the starter ring gear on the flywheel so that the starter gear fully engages, put on a rebuilt starter, tightened the steering linkage, greased all fittings, replaced the exhaust and tail pipes and fixed one flat tire. On Tug #2 they replaced the master brake cylinder, rebuilt the wheel cylinders, replaced the battery and battery box, replaced the shift knob, greased all fittings and repaired the seat hinges. On the propane tug, they refilled the master cylinder with brake fluid and bled the brake lines and replaced the two batteries and one battery clamp. On Tug #6, the *Sumo Guppy,* they replaced the power steering belt and tightened up the brackets that held the power steering pump in place, replaced the left front tire, and greased all the fittings on the front end.

While this is a tremendous amount of work, it does not include the many trips to the auto parts store and the many phone calls tracking parts down. My thanks again to Gary Shelton who headed up this project and everyone who helped him.

***— Don Burke***

OUR NEWEST MEMBERS
Willow Run Division

**ALLEN**, John S.
**BADEN**, Robert
**BINGHAM**, Richard
**BINGHAM**, Susan
**BORG**, Michael
**FITZGERALD**, Gerritt W.
**GREEN**, Thomas
**KOCH**, Kevin C.
**MILLER**, Daniel J.
**MUSCATO**, Kathleen
**OLSON**, Ronald
**THOMPSON**, Margaret
**WALKER**, Randolph J.

# On the Road Again

## Mount Comfort, Indiana

How do I do it to myself? Go to one airshow in the start of the season and then three in a row and four in the last five weeks of the season. The weekend I am scheduled not to go anywhere — Founders Day. But enough of my griping.

Friday, September 7 was another nice summer day. **Dick Bodycombe** and **Duane Nelson** were our pilots, **Norm Ellickson** was flight engineer. **Frank and Hilda Smeltzer** and **Neoma Stratton** would handle retail sales. **John Stratton** and **John Ellickson** would handle aircraft tours. **Bette Watson** and I would handle flex rides and be Jack and Jill of all trades.

Start-up and the flight down were uneventful, until we reached Huntington, Indiana. Huntington is about twenty-five miles southwest of Fort Wayne. At this point, five AT-6 aircraft joined up with us, three off our left wing, two off our right wing. After about ten minutes, **Jim Greeson** pulled out of formation and started flying high cover. I understand that he had a photographer taking pictures. So did all the other aircraft, but Jim was taking pictures of the entire formation. They escorted us about seventy-five miles to Mt. Comfort, which is just east of Indianapolis. As we flew onward, I looked down on the ground and could see the shadow of the B-17 and the five escort aircraft. We did a fly-by and I guess it was something to see with all five AT-6s tucked in tight as we went down the runway. Upon landing we met the airshow production people and got ready for the VIP flight. That went off without a hitch.

The rest of the afternoon was spent watching the other aircraft arrive and meeting and greeting old airshow friends. **John Ellickson** had worked at Indy for a number of years and a number of his friends stopped by to see him, among them **Ron and Rita Wiedenfeld**. As the afternoon drew to a close, we found that there was an *Applebee's* restaurant near our motel. We decided that is where we would have dinner. As we left, we got separated into two groups. John Ellickson's car full left first, while my car full and Ron and Rita were just a little later. The weather had turned threatening, and as we rolled down I-70, black and green clouds chased us and the lightning strikes were all around. I made the choice and went to the motel first, thinking that is where I would find the rest of the crew. Wrong. They went to *Applebee's*. As we hit the motel door, the heavens opened up. We checked in, then went off to *Applebee's*. What a zoo! We got there just after the Friday night rush. Met up with the rest of the crew, gave them our room numbers. Dinner took forever. Back at the motel, we dropped into the hospitality room and said our hellos. **Doc and Jeanne Dieter** were there, so we adjourned to the lobby and had an hour's visit with them.

Up Saturday morning, and out to the airport. The weather was nasty, rainy and misty. Never got enough ceiling and visibility for the Flight Experience that we had scheduled for that morning. But the sun poked through around noon and the show went on as planned. **Jimmy Franklin** was there with his jet-powered Waco Biplane. The ***Lima Lima*** flight team with their yellow T-34s did their act. A two-ship team of F-104s put on a demo. The Air Force had two A-10s and one of them flew. The Marines had a pair of Harriers and one of them did its thing (can't say it flew, when it stops, backs up, hovers, moves sideways and who knows what else)! And warbirds! They had three different flights, trainers and liaisons, fighters, and bombers and transports. As I recall (I lost my notes), the trainers consisted of a PT-26, a pair of PT-17s, three L-17 Navions, and six T-6s. The fighters were a P-40, P-51, and a P-47. In one of these groups were an AD Skyraider and Doc Tinker's TBM Avenger. The bomber and transport group had a C-123, a B-25, a C-45, a PV-2 Harpoon and our B-17. Guess whose #4 engine

would not start? Found a bad ignition vibrator. After we got the #4 engine started we did two flight experience rides. Saturday night was dinner and a hangar party at *Indy Aero*'s new hangar. It was so new that they were still working on it during the airshow!

Sunday dawned with the same weather as Saturday. When we got to the airport, the Marines had their Harriers started and were ready to taxi out. They were going home while the weather wasn't too bad. And like Saturday, around noon the weather cleared and they got the airshow in. Word came down that we could do an airshow departure. This means that you load up your aircraft, fly the show and then depart without landing. We closed down retail, stopped the tours of the aircraft and loaded the airplane. That saves a start on each engine and a take-off and a landing. Three of our members asked how much time we had left and we said 45 minutes. Off to the bathrooms they went. Then word came down that the show was ahead of schedule and that we had engine start in 15 minutes and takeoff in 25 minutes. This time all the engines started and, as they were warming up, the three made a mad dash and just got on board before we started taxiing. They almost got left behind. We flew the show and made our airshow departure.

The flight home wasn't too bad, just a few bumps in a few places. Our pilots and Air Traffic Control did a good job of routing us around all the rough weather. But no escort from the T-6s.

***— Don Burke***

---

You won't want to miss our

**January**

General Membership Meeting !

Wednesday evening

January 2, 2002

7:30 PM

Starting this January, we will feature a speaker or short presentation at the *beginning* of each monthly membership meeting.

Please arrive early because the presentation will be first, about 20 minutes in length, before the business portion of our meeting.

***January's topic will be Randy Hotton's first (T-28) aircraft carrier landings !***

For future meetings, if you have an aviation-related experience, military or civilian, that you think would be interesting to our YAF members, please contact

**Randy Hotton**
at either his e-mail address
**pilotyip@aol.com**
or his home phone
**(734) 697-4754**.

The answering machine is always on, so please feel free to leave your message.

---

## Rumor Control

I have heard rumors going around that our B-17 will be grounded because an Airworthiness Directive (AD) issued by the FAA will require us to pull the wings off our aircraft. This, as with all good rumors, has a nugget of truth in it.

The number of this directive is AD 2001-22-06. You can go to the FAA's website (www.airweb.faa.gov) and download your own copy if you want.

Basically, the AD has three parts. Part 1 says that within 180 days from the effective date of the AD note (November 30, 2001) the owner/operator must perform a dye penetrant inspection to detect cracking of each inboard end of the eight aluminum wing spar chords and perform a detailed visual inspection to detect corrosion of the attach bolts and replace any corroded bolt. This must be done on all flyable B-17 aircraft.

Once Part 1 is accomplished, either Part 2 or Part 3 must be accomplished within 18 months of the effective date of this AD. Part 2 says that you must perform a detailed visual and high frequency eddy current inspections that include separating all eight wing terminal-to-spar chord joints to detect cracking and corrosion. This would only have to be done once.

Part 2 would entail removing the outer wing panels, removing all four engines, removing the main fuel tank for engines #2 and #3, and building a fixture to hold the fuselage. This would probably take two or more years for us to accomplish and require taking over most of the hangar. Or it could be done by a private contractor in Mesa, Arizona in five months. The cost would be about $90,000 if no cracks or corrosion were found, up to $150,000 if repairs were needed.

Part 3 entails a dye penetrant check of all eight inboard spar ends, removal of the five most outboard bolts in the joint and perform an eddy current inspection to determine cracking of the holes and perform a 10-power magnification borescope to detect corrosion of the three most inboard bolts. Repeat Part 3 at intervals not to exceed 36 months.

We have decided to do Part 3 rather than Part 2. This means that we will have to do the work we are currently performing again in the winter of 2004-2005, and every 3 years thereafter. I hope that this answers any questions and stops the rumors.

— ***Don Burke***

EDITOR'S NOTE:

B-17 Crew Chief **Norm Ellickson** and his crew fully expect to have the *Yankee Lady* in compliance and ready to fly by the start of our 2002 airshow season.

$ $ $ $ $

## YAF 2002 Budget

by **William Colwell**
Finance Committee Chairman

Preparing the 2002 Budget was again a significant challenge. Initially the 2002 projected expenses exceeded $1,044,000 against an estimated income of about $850,000. That said, however, we were able to propose a balanced 2002 Budget for approval by our Board.

The Finance Committee must commend the managers and chairpeople of the Yankee Air Museum. Out of 27 department and committee budgets for 2002, 24 were turned in on schedule, two, although late, were turned in prior to the Finance Committee evaluation meeting, and only one was not submitted. Our managers and chairpeople have proven their willingness and ability to accept responsibility for managing the finances of their groups. This harks well for the future of our organization and dispels the myth that volunteer managers cannot be expected to be responsible for YAF finances.

The process to develop our 2002 Budget has remained on schedule since the kickoff in early October. Because of your support during the budget development process, we were able to present the proposed budget to our Board at their November 28th meeting, which allowed them to review our recommendation prior to final approval at the December meeting. The 2002 Budget we have recommended has a net income over expenses of $12,488.00. This is a conservative figure. Usually our expenses are less and our income greater than estimated.

There are, of course, issues that can negatively impact our projected income. Among these are the B-17 wing spar evaluation, possible emergency engine replacements, the success of our annual public events, and the tourist market. We hope the B-17 wing spar issue may be resolved without major impact on our next flying season. Most of these issues are not new to YAF financial considerations.

Approved 2002 Budgets will be handed out early in January. During the winter months, we tend to spend more than we take in, thus our recommendation to all managers and chairpersons will be to delay expenses as far into 2002 as possible. Of course, certain expenses during the early part of the year will be unavoidable.

We are planning a Financial Controls and Management Seminar for January or early February. We will review the forms and process related to financial management in the Yankee Air Force. Critiques and possible changes can be made by those attending this seminar. Financial knowledge in the hands of our managers and chairpersons will serve to strengthen our organization. Again, thanks for your participation!

$ $ $ $ $

*Waste not, want not.*

# Left Seat in the *Spruce Goose*

by **David Steiner**
G 5352 WR

There are some things in life you think about but never expect to do. But sometimes life surprises you and dreams do come true! Such was the case when I was lucky enough to be offered an invitation to attend a private reception at the Evergreen Aviation Museum in Portland, Oregon, home of the HK-1, better known as Howard Hughes' *Spruce Goose.* I had read in PACIFIC FLYER (www.pacificflyer.com) about the journey from Long Beach to the Portland area of this colossal one of a kind plane. It was disassembled and transported on several barges, but I didn't really expect to be able to visit the purpose-built museum opened just this year to house it.

The events leading to my visit started while attending a trade show for the nursery industry in Dallas, Texas in August. Attendance was sparse on Sunday morning so I decided to walk around the show. I noticed the Evergreen Aviation Museum poster at the Evergreen Nursery booth so I stopped and asked about it. The woman said that the nursery, near Portland, was only a small part of Evergreen Aviation International, the parent company that owned the museum. I was going to be at another nursery show in Portland, Oregon the following week, so I asked how far the museum was from there. She replied less than an hour. And then, "We are having a reception there a week from Saturday. Would you like an invitation?" I could hardly believe it! "Of course I would," I replied, scarcely believing my luck. But how would I get there? No problem, the corporation is running a shuttle bus.

So at the appointed time I exited the Portland Convention Center, headed for the bus, and there it was, an Evergreen Aviation van. But just as I got near it, the driver took off! Oh no, I've missed the shuttle. Maybe there's another so I waited somewhat impatiently. About fifteen minutes went by and the van reappeared. He'd just gone around the block as he had been parking in the city bus zone. This time he's not leaving without me! An Evergreen person came out and informed us that 6-8 were signed up to be aboard and so we waited for them about fifteen minutes past the appointed 4PM departure. They never showed, so we left. After driving through some detours downtown we thought we were on our way when the guy's cell phone rings. Two people are waiting at the Evergreen booth. We're going back for them (drat...less time at the museum). They hop on board, and it turns out they're from Milford, Michigan and have seen the *Yankee Lady* fly over on occasion.

We arrive at the McMinnville Airport where the museum is across the street, behind some vineyards. Evergreen, started in 1960 by Delford M. Smith, owns 6,000+ acres of some of the most fertile land in Oregon. You can find out more about Evergreen on the web at www.evergreenaviation.com, and then click on the museum icon to find out about that. Or go straight to the museum at www.sprucegoose.org. The corporation's bid to buy the HK-1 was actually the idea of Mr. Smith's son, Capt. Michael King Smith. Capt. Smith, an F-15 driver, was killed in an automobile accident in the early 1990s after the HK-1 had been acquired.

Evergreen Aviation Museum is a 501(c)(3) Oregon non-profit similar to Yankee, the difference being that Mr. Smith and Evergreen have some major bucks. That put up the building and the museum leases it from him. The building is enormous, so big that the *Goose* doesn't seem to burst it at the seams. Just a few stats though. The wingspan is the largest of **any** plane ever built: 320 feet, or longer than a football field! The tail is eight stories high. The building is so large, though, that the plane in relation doesn't seem that big. To put it in perspective the **tail span** (113.5 ft) of the HK-1 is longer than the **wingspan** of

the *Yankee Lady*. We could barely fit the tail of this aircraft in our hangar, even if the vertical stabilizer wasn't eight stories tall!

Another unique aspect of this museum, but one that links it with Yankee, is that its planes, except for the HK and a few others, are maintained to flyable status and are flown.

Here is a partial list of some of their other most interesting airplanes:

JN-4 *Jenny* Replica
1903 *Wright Flyer* replica
Ford Trimotor
'43 Stearman
1997 Baby Great Lakes
SNJ-4 Texan
'42 Piper Cub
'47 Bonanza
Spitfire
bf-109
P-40 Warhawk
P-51 Mustang
P-38 Lightning
Corsair
Avenger
T-28B Trojan
T-38A
MiG 15
BD-5
F-15 Eagle
F-102A Delta Dagger
Pitts S-2B Special
HUGHES Model 289A Helicopter
T-33
C-47
One-of-a-kind *Curtiss* Falcon

They also have a B-17 that is hangared in Portland. Since the museum is across the street from the airport, when the planes are to be flown they are pulled across the roadway at 5 AM.

The name *Spruce Goose* is really a misnomer as the craft is made almost entirely of birch (one of the museum volunteers told us the mechanics called it the *Birch B...ch*). This was done because the government told Hughes he couldn't have any aluminum, as it was too vital to the war effort. This aircraft was only a prototype. Production models would have been metal. The plane cost $18 million to partially build and additional funding was withdrawn before the project was completed. Hughes added $7 million of his own money to complete the project after the government and Henry Kaiser (denoted by the HK, Hughes Kaiser) withdrew. And remember, those were mid-1940s dollars. The project was actually Kaiser's idea as a way to get war supplies across the Atlantic when the U-boat wolf packs were creating havoc in the North Atlantic convoys. Hughes, one of America's leading aviators, was chosen to design and build this concept plane. While standing beneath the left wing tip taking in the HK-1 and other aircraft, a gentleman came up to us and introduced himself very matter of factly as Delbert Smith. Then *thanked us* for coming out! After having a buffet dinner and glass or two of wine, compliments of Evergreen, I headed out to the hangar floor (no food or drink is allowed). A group of us were standing near the front of the plane reading the placards and listening to the museum docent explain about this most extraordinary plane. And then he said, "We don't normally do this, but as this is an invitation-only group, we are going to take you inside." Well, it doesn't look like the inside of any birch bark canoe you'll ever see! The cargo hold is big enough to hold 750 troops or two Sherman tanks. Everything is painted and even close up appears to be somewhat like zinc oxided aluminum. A spiral staircase leads to the flight deck. That's where we go next. It's like walking to the upper deck of a 747. The wings attach at the rear of the flight deck and are thick enough that you can actually walk *into* them. In fact in the maiden and only flight (one mile at 70 feet) a mechanic reportedly stood behind each 3000 HP Pratt & Whitney Wasp engine to monitor its performance. Getting down on hands and knees enabled one to crawl nearly to the wing tips. Then the guide said, "If you want to sit in the pilot's seat go ahead." And with the disposable camera purchased in the gift shop, one of my colleagues took my picture in the left seat of the *Spruce Goose.* And a dream **did** come true. If you get a chance to go to Portland, I recommend you take a day to see the Evergreen Museum and the HK-1. The Tillamook Aviation Museum is nearby.

## *DID YOU KNOW?*

Our education program is off to a great start this school year!

Not only do we have school tours here at Yankee Air Museum, we also have an outreach program that covers much of our tri-county area. We offer a variety of education programs.

I want to thank our many helpers. Without these Yankee volunteers, none of our programs would be possible:

**Ted Drews**
**Jim Redick**
**Ted Edmonds**
**Steve Fisanick**
**Debbie Stewart**
**Gayle Walker-Roberts**
**Dick Bodycombe**
**Alex Jefferson**
**Randy Hotton**

and all our Tour Desk volunteers and valuable docents.

Thanks! If you would like to join us, please get in touch with me!

'Til next time,

***Bette Watson***
Education Coordinator

Hello fellow YAF members!

Many of you know me, many of you don't.
My name is **Larry Smith**.

Most of you know of the many changes within the Yankee Air Force ranks and within our Museum.

I work in the Tour Desk department and I am the Assistant Tour Director. I also work as one of our carpenters.

Recently a decision was made to keep the Wood Shop locked. Many of our guests were found in the shop and many children were asked to leave the shop.
For this reason, the shop will now be locked for the safety of our guests.

If for any reason you may need to gain entry to this room when the door is locked, you can contact **Larry Smith**, **Gary Shelton**, **George Schweigert**, or **John Day**.
At least one of us will be in the building at any given time.

We apologize for any inconvenience this may cause.

This winter, the Wood Shop will go through a major renovation. We hope to make the shop a safer place in which to work. The keys are limited and only a few people have one.

We're gearing up this winter in hopes of a great summer! If you have any questions, please contact me at the Tour Desk, or Gary, George, or John in the Hangar.

Thank you! — ***Larry Smith***

# Did you get a new calendar for Christmas ?

## Here's a very special date: Saturday, April 6th, 2002

## OUR ANNUAL POLISHING PARTY !

Details to follow in next month's *Hangar Happenin's*

**B-17 Flight Engineer Duties**
**"Yankee Lady" B-17G N3193G**
**Yankee Air Museum**
(Official Document)
Prepared by: **Barret Vance**
Mechanic/Flight Engineer, B-17 Crew

***Pre-flight***

**1:** Complete "Walk-around", visually check for any damage, leaks, tire cuts, or low tire pressure.

**2:** Check engine oil level. (25 gals. minimum of 120W-60wt or 2560 multi-viscosity per engine)

**3:** Check turbosupercharger oil level. (1.5gals. 30wt non-detergent per engine)

**4:** Stick-check fuel level. (Outboard engine tanks: 425 gals. ea.)
(Inboard engine tanks: 213 gals. in main, 212 gals. in feeders)
(170 gals. minimum total per engine for flight.)
Drain all 6 fuel sumps to check for water/contaminants.
Check fuel caps for **POSITIVE** lock.

**5:** With magneto switch in **"OFF"** position, turn props. through 12 blades each **by hand**.
(If hydro-locked, **DO NOT** back up prop. Remove lower plugs until oil is drained from affected cylinder)

***All Aboard***

**6:** All doors closed, check nose door hinge pins are in place and locked, astrodome closed, and radio room hatch secured, either stowed or in place (optional based on weather conditions).
Check emergency equipment, i.e., hand cranks, fire bottles (portable & engine), crash axe.
Check for two cans hydraulic fluid and turbo oil behind engine fire bottles.
Check fluid level in hydraulic reservoir. (check with system @ 800psi)
Check fuse panel for removed, missing, or blown fuses.
(**BEFORE** replacing any fuses make sure that all related switches are in the **NEUTRAL** or **OFF** position)

**7:** Brief passengers on emergency exits and use on seat belts and shoulder harnesses.
Check for face pad in front of right front radio room seat.
Brief any passengers on use of head sets.

**8:** Have P.I.C. (Pilot in Command) fill out fuel and oil data, and sign same.
Log sheet is to be completed after each flight.

**9:** Check headset and intercom for function.

**10:** Follow pre-start checklist with pilot/co-pilot.
Monitor all engine instruments on start-up and run-up, look for any unusual readings.
Operate throttles and props as per P.I.C. during run-up (notify P.I.C. of anything abnormal).

***Take-off***

**11:** Check for **LOCKED** tail wheel on take-off run.
Check that magneto switches are on **BOTH**.
Fuel Boost Pumps **ON**.
Monitor throttle position during take off run.

***After take-off***

**12:** Monitor engine oil pressure, fuel pressure, and temps.
Fuel Boost Pumps **OFF**.
Monitor manifold pressure. (if unsteady, could indicate blown cylinder)
Check for excessive smoke or oil from crankcase vent on top of engine.
(could indicate an engine problem)
Check all fuel caps for siphoning (raw fuel leaking from caps).
Check tailwheel operation during gear retraction (Call out, "Tailwheel up").

***On Landing***

**13:** Check that all passengers are in their seats with belts on and cargo stored.
Check tailwheel during "gear down" operation (Call out, "Tailwheel down").
*If landing gear does not extend,* switch neutral, pull fuse and hand crank down until hard-stop is reached (approx. 250 turns per gear).
*If wing flaps do not function,* switch neutral, pull fuse and hand crank to set as per P.I.C.
*** Hand crank operation of flaps only if "flaps up" landing not an option.**

***On Final***

**14:** Check for **3 GREEN** gear lights (visually re-check that all 3 gear are down). Gear switch neutral.
Mixtures **RICH**, Fuel Boost Pumps **ON**. *Over the fence:* props at **HIGH RPM**.
**15:** Follow shut-down checklist with pilot/co-pilot.

***All items on this document are subject to change.***
***Revised 12/04/01***

## NEW SCHOLARSHIP AVAILABLE

Included in Yankee Air Force's 2002 budget for our continuing education program will be a $1,000 scholarship to be awarded to the most qualified Yankee Air Force member actively working on our aircraft (both flying and static) who is seriously pursuing an Airframe & Powerplant license from the FAA.

Applications for this scholarship are available from Bette Watson, YAF Education Coordinator.

Applicants are advised to collect the following to help complete the application form:

1. A list of YAF aircraft worked on or intended to be worked on.
2. A description of your work experience in civilian or military jobs.
3. A list of current FAA licenses, if any.
4. Any related facts that would be informative about the applicant.

Completed applications should be received by March 1, 2002.

Our scholarship award winner will be selected and announced March 15, 2002.

**Bette Watson**
YAF Education Coordinator

YANKEE AIR FORCE
P.O. BOX 590
BELLEVILLE, MI 48112-0590

Non Profit Organization
U.S. Postage Paid
Permit No. 56
Belleville, MI

David T. Saunders
5010 Clearview
Clarkston, MI 48348

PLEASE CHECK YOUR ADDRESS ON THE LABEL, AND IF YOU HAVE ANY CHANGES, NOTIFY THE MEMBERSHIP OFFICE.